

## IS HE OR IS HE NOT?

DISPATCHES ABOUT THOMPSON ARE CONTRADICTIONARY.

## NAMED FOR MARSHAL

THEN, AGAIN, IT IS NOT THOMPSON BUT ANOTHER.

BUT GRIMES' POSITION IS CLEAR

HE IS IN THE MARSHALSHIP CONTENT FOR KEEPS.

Grimes' Representative States Grimes' Attitude as to Marshal and Other Territorial Matters—Oklahoma News.

Guthrie, O. T., Oct. 25.—(Special.)—The State Capital's Washington correspondent writes:

"After careful investigation of all charges which have been preferred against C. H. Thompson, the president has decided to appoint him marshal of Oklahoma territory. The influences which have been at work to bring about his appointment have been so potent and powerful they could not be ignored. This morning Bishop Hurst made a final appeal for Thompson's appointment and the president signified his intention then of giving Thompson the position. The attorney general has been adverse to his selection and it will be a personal appointment by the president. The commission has not yet been made out but the appointment will be made unless the president changes his mind tomorrow or Wednesday. Asp. Cunningham and Golden saw the president today and made a talk for Thompson, which led to the final conclusion."

Guthrie, O. T., Oct. 25.—(Special.)—A private telegram from Washington says: "It is now too late to do anything more in the marshalship matter; the appointment is already agreed upon and will be given out this evening."

The writer did not know who it would be, except that it would not be Thompson.

## GRIMES IS IN TO STAY

Out-and-Out Candidate For Marshal, With All Honors and Rewards.

Guthrie, O. T., Oct. 25.—(Special.)—Bill Grimes has burned the bridges and will stand or fall on what is now an out-and-out candidacy for the marshalship. His confidential adviser, Jim McConnell, has rounded up "the boys" at Oklahoma City and Guthrie, and the consensus of opinion is that the game is yet to be won and that Grimes has as good a right as any of the other fellows to be in at the finish. The real truth of the matter is that the "organization" was becoming badly demoralized. As Seymour Price expressed it: "Our fellows have jumped sideways so often on the marshalship business that we had to have a round up and find out where we were at."

## TO SUM THE WHOLE MATTER

Grimes' Representative Recalls Political History Since Feb. 1895.

Guthrie, O. T., Oct. 25.—(Special.)—Jim McConnell, who is the private secretary and confidential adviser of Grimes, has been here since Saturday evening in consultation with Flynn, Harry Ardrey, Joe McNeal, Sam Overstreet, and other "organization" men. And it was he who authorized the "Eagle" to announce that Grimes is still in the race for marshal. Subsequently the "Eagle" correspondent met him and inquired:

"Would you state for publication in the Eagle Mr. Grimes' political position from the beginning of the last campaign to the present time?"

"Yes, sir," Mr. Grimes replied, "as everyone knows, has always been willing and anxious that the Republicans of the territory should know where he stood."

"Well, take the matter up from the beginning and give a full history of Mr. Grimes' part and, incidentally, that of the organization, from the commencement of the last campaign."

## FREE, HOMES AND MCKINLEY.

"About the first move that was made on the political chess board was the banquet of the Marquette club of Chicago in February, 1895, when Major McKinley was first officially launched as a candidate for the presidential nomination of the Republican party. Mr. Grimes received an invitation to be present at the banquet, which he accepted."

"Were any other Oklahomans present at that banquet?"

"Yes, the Hon. D. T. Flynn, delegate to congress, met Mr. Grimes in Chicago by appointment. When Mr. Grimes and Mr. Flynn met in Chicago they held a consultation as to the status of political matters in the territory. Mr. Grimes contending that the best interests of the party would be subserved by supporting Major McKinley. Mr. Flynn that there should be an unqualified endorsement of McKinley, which was a question of paramount interest to our people. After quite a lengthy conference, which it is not necessary to state, Mr. Grimes told Mr. Flynn that on that question they would have to differ and consequently be opposed to one another in the campaign about to be opened in Oklahoma."

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## ARE FATHOMS DOWN

ENGINE AND FOUR COACHES LEAP INTO THE HUDSON.

Terrible Catastrophe on the New York Central Near Peekskill—Embarkment Gives Way and the Major Portion of a Train Takes a Flying Leap Into From Three to Fifty Feet of Water—Three Sleepers Stick to the Track—Loss of Life Not as Great as Would Seem Inevitable List of Victims.

Garrison, N. Y., Oct. 25.—The complete list of the killed in the New York Central and Hudson River railroad wreck, a list of which the railroad officials believe, includes all of those who could possibly have been lost, is as follows:

ENGINEER JOHN C. FOYLE, of East Albany; body still in the river.

FIREMAN JOHN Q. TOMPKINS, of East Albany; body still in the river.

SAMUEL WILLIAMS, 131 Best street, Buffalo.

THOMAS RYLEY, of St. Louis.

W. H. G. MYERS, of Tremont, N. Y.

A. C. M'KAY, Harlem; body still in the river.

E. A. GREEN of Chicago.

WILLIAM SCHENCKENBECKER, of 89 South Thirtieth street, Newark, N. J., otherwise known as William S. Becker.

GIUSEPPE TAGUANA of 33 Park street, New York.

MRS. ROBERT LINDSMAN, Utica.

UNKNOWN WOMAN, not yet identified.

CHIN LEE SONG, San Francisco.

CHIN FONG HOP, brother of Chin Lee Song.

HOO WUH, of New York.

WU LONG SING, of 17 Mott street, New York.

UNKNOWN CHINAMAN, with a letter to Hop Sing of Newark, N. J.

WONG GIM, residence unknown.

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The number is nineteen, as sent out last night by the Associated Press, and there is little doubt that this is the total.

The body of the engineer, fireman and Mr. Van Eton's secretary are yet in the river, with small hopes of their immediate recovery.

Had it not been for the fact that torrent of rain poured down all the afternoon, the New York Central railroad would have had an excursion upon its hands larger than any for many years.

As it was, trainload after trainload of curious seekers landed at the station near the wreck and walked through the dreary rain to stand and stare at the burning embers and mutilated cars.

Of the sixteen dead who lay in the corner's office at Cold Springs, eight were heathen foreigners, whose names or residence meant scarcely anything to the general public, and yet six of these eight were identified and claimed long before any persons had come forward to inquire or seek for two well dressed and evidently very respectable white women, the only women killed in the wreck. The sixteen bodies that were held at Cold Springs for identification and the claim of relatives were divided between the two undertaking establishments.

All day long these places were besieged by crowds of the curious, but only those who might in any way establish the identity of the victims were admitted to look upon them.

Early in the day the Chinamen, who it was supposed would have to be buried at the county's expense, were for the most part identified by fellow-countrymen from New York.

One of the two women was identified this evening as Mary Lindeman of Utica, N. Y. She was identified by her husband, Robert Lindeman, a tailor, who said that his wife left home on Saturday night to go to Croton on a visit to her mother.

Archibald Boyd, an actor, who was reported missing, was seen by the Associated Press reporter four hours after the accident occurred, on a train that passed this point.

Stories current tonight that some parts of the wreck caught fire after the accident are declared to be untrue, as are also the rumors that two bodies had been found near Peekskill. None of the injured is known to be in a serious condition tonight, and all are doing well.

Garrison, N. Y., Oct. 25.—Buffalo and New York special No. 4, on the New York Central and Hudson River road, was thrown from the track into the Hudson river one and a half miles below here just before daylight yesterday morning, causing the loss of twenty-eight lives.

The retaining wall along the river had been undermined by high water in the river, and the track caved under the weight of the train. The train consisted of the engine, an express car, a combination baggage and smoking car, one day coach and six sleepers. The engine and two of the forward cars are submerged in fifty feet of water. Engineer Foyle and Fireman Thompson went down with the engine.

As the train plunged over the embankment the coupling that held the last three of the sleepers broke, and they miraculously remained on the broken track. In that way came sixty lives were saved.

Of eye witnesses there were none, except the crew of a tugboat passing with a tow. They saw the train with its light as it came flitting about the curves, and then saw the greater part of it go into the river. Some of the cars with closed windows floated, and the tug, whistling for help, cast off its hawser and started to the rescue. A porter jumped from one of the cars that remained on the track and ran into the yard of Augustus Carr's house, near which the accident occurred, and stood screaming for help and moaning: "The train is in the river. All our passengers are drowned."

In a few minutes Carr dressed himself, and, getting a boat, rowed with the porter to the scene. As they turned a point in the bank they came upon the express car and the combination car floating about twenty feet from shore, but sinking every minute. One man was taken from the top of the car and efforts made to rescue those inside. A few were gotten out, the passengers in the cars left upon the track making a human bridge to the shore to take the wounded on. The day coach and smok-

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Generals Lora, Morán and Prats, Colonel Bazo, the chief of staff, and Senior Jose Martinez, sub-inspector of the sanitary department, embark for Spain on Saturday next with General Weyler.

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It is not doubted among officials that the basis of the Spanish reply to Mr. Woodford's note will be the charge that the United States had not observed the requirements of international law in the matter of preventing filibustering.

In this case, the state department will have some pertinent facts to present, which, officials believe, will completely alien from Spain any sympathy that she may have attracted from other European nations on that score. It is asserted positively that up to single case where the Spanish authorities have brought to the attention of our government the fact that an illegal expedition was about to start from our shores for Cuba, has it neglected to use all the means permitted by our laws to prevent the start. It has been so indulgent in this respect as to accept statements from the Spanish officials, not accompanied by proof of the facts alleged, more readily than that they had reason to believe that an expedition was formed. In some cases our government has proceeded to lengths in restraint of American com-

## PORTER PATTERSON'S TALE.

The porter of this car and boat-headed man, tells the most graphic story of the wreck and one which will probably be found to be the nearest full explanation of how so many sleeping people were miraculously saved from death.

He related the story to Colonel Ashley W. Cole, the president of the state railway commission, who is making an investigation. He said:

"Just before the accident I was awakened from a dose by the slowing up of the train and I got up, thinking we were nearing Peekskill. I looked out of the window and just as I did so there came a crash and the leap of the car towards the river. I was thrown to the floor, but getting up in a moment I seized a hammer and, rushing outside, broke all the windows on the shore side and in a few minutes had got my twelve passengers out. I am positive every one got out, because there was only a foot or so of water in the car at the time. When all my passengers had got out I began to look out for the others. The car Hermes was just ahead of mine and had plunged into deeper water, so that one end was completely submerged while the other was against the end of cars and a trifle higher. I saw the people climbing out of the high end and I am quite positive that before the car settled into deeper water we got everybody out. Some of

er had gone down in the deeper water and rescue was impossible.

In the latter coach the conditions must have been horrible. The car turned completely over, and the passenger end of it was deep in the water, while the baggage end stood up toward the surface. The men in that lower end must have fought like devils for a brief period, for their bodies, when taken out, were a mass of wounds.

The closing scene of the first day of this tragedy was drawn around a common car that stood near the scene of the accident, where nearly a score of badly mutilated bodies, none of them then claimed by friends, were lying in a long row, gruesome evidence of the disaster, the greatest that has ever occurred on this railroad.

The wrecked train was known as the state express. It left Buffalo at 7 o'clock Saturday night, and was due in New York at 7 o'clock yesterday morning. The train was hauled by engine 32 and consisted of one American express car, one combination baggage and smoking car, one day coach and six sleepers.

Poughkeepsie was the last stopping place of the train before the disaster at 5:30 a. m. At this time there were in the smoker in addition to the baggage-man, Herman Acker of Peekskill, who was in his compartment; eight Chinamen, supposed to be the Thomas Kelly of No. 280 Wisconsin avenue, St. Louis. All of these, excepting the baggage-man, perished. The day coach contained eighteen or twenty passengers, many of whom were women and children. How many of these escaped is not known, but at least twelve were drowned or killed in this car. Behind the coach was the six sleepers, with about fifty-six passengers.

The total cargo of human freight consisted of something over a hundred people.

At Fishkill the train lessened its speed, as it is the custom to run from that point to Terrytown at the rate of about twenty miles an hour. Most of the passengers were asleep, those in the sleepers being in their bunks, while the occupants of the coach and smoker were, for the most part, doubled up in their seats.

Just how the train met its awful fate will never be fully known, for the men who first felt the danger, Engineer John Foyle and Fireman John Tompkins, before they were killed, were in the engine at the bottom of the Hudson river. Conductor Parish, who was in charge of the train, and who was making up his report in one of the cars when the crash came, was rendered unconscious by a blow on the head. When he recovered he was three seats ahead of the one in which he had been sitting.

## FISHING UP THE WRECK.

Yesterday's Operations at the Scene of the Catastrophe.

Garrison, N. Y., Oct. 25.—The gray dawn, twenty-four hours after the frightful happening of yesterday, broke upon a scene of greater terror and property destruction than yesterday's sun and night's torchlight displayed. The weary gangs of wreckers were relieved early this morning by fresh ones and the work of getting chains from the derricks up on the submerged cars was vigorously prosecuted. The wreck was pulled from the bottom of the river and placed on shore it added to the picturesque though distressing sight.

## THE GLEN ALPIN.

When the wreckers got sufficient tackle on the sleeping car Glen Alpin to drag her up, there was much excitement and speculation, as it was believed that the most sacred bodies in this country would be submerged in the water. When the car had been placed on the saw and the water had run out of it a searching party went through, and to the relief of the railroad officials and everybody near, not a body was discovered. Some curious things were found, however, which tend to make the escape of the passengers a still more miraculous. Not only were the blankets and curtains thrown down and jammed into the front of the car, but the seat bottoms, which at night serve as bed bottoms, the mattresses and pillows and every movable thing in the car had been jammed from side to side by the force of the impact in a manner that would seem almost incredible.

Stories current tonight that some parts of the wreck caught fire after the accident are declared to be untrue, as are also the rumors that two bodies had been found near Peekskill. None of the injured is known to be in a serious condition tonight, and all are doing well.

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